plastics material and the engine block is constructed from cast aluminum or grey cast iron.

15. (Amended) The combustion engine according to claim 11, wherein a self-fixing takes place when the oil sump is joined to the engine block.

16. (Amended) The combustion engine according to claim 16, wherein the oil sump has a fixing edge and the engine block has a flange such that the fixing of the oil sump takes place by the snapping of the fixing edge onto the flange.

a'

17. (Amended) The combustion engine according to claim 15, wherein barb-like tongues which rest against a flange on the engine block are formed at the edge of the oil sump.

18. (Amended) The combustion engine according to claim 15, wherein the oil sump and the engine block having sealing surfaces which are shaped such that the sealing gap formed between them increases in size inwards.

19. (Amended) A flange connection with two flange elements between which a seal is made with a curable composition, wherein threaded bolts are not used as connecting elements.

REMARKS

Applicants have amended all of the claims to remove reference numerals and/or multiple dependencies, thereby placing the claims in better conformance with U.S. practice. Claims 1-

19 are thus presented for examination, with Claims 1, 11 and 19 being independent.

Consistent with the recent changes to the federal regulations regarding the way in which amendments are to be introduced to a pending application, Applicants have presented replacement pages for the specification and replacement claim pages which reflect these amendments.

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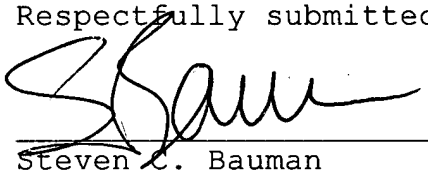
Respectfully submitted,



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VERSION OF CLAIMS WITH MARKINGS TO SHOW CHANGES MADE

1. (Amended) A [P]process for attaching [the] an oil sump [(10)] to an engine block [(30)] of a combustion engine, a seal being made by [means of] a curable composition [(20)] between a first sealing surface [(14)] on the oil sump [(10)] and a second sealing surface [(36)] on the engine block [(30)], [for] to which the curable composition is applied to one or [to] both sealing surfaces [characterized in that], wherein when cured the [a] curable composition [(20) is used whose] demonstrates adhesion [when cured is] sufficient to secure the oil sump [(10)] to the engine block [(30)], [in that] threaded bolts are not used as fastening elements and [in that] the oil sump [(10)] is fixed to the engine block [(30)] at least during the curing of the curable composition [(20)].

2. (Amended) The [P]process according to claim 1, [characterized in that a] wherein the curable composition [(20) with an] demonstrates adhesion of at least 0.5 N/mm^2[, especially of more than 0.8 N/mm^2, is used].

3. (Amended) The [P]process according to claim[s] 1 [or 2], [characterized in that] wherein the curable composition [(20)] is a silicone composition.

4. (Amended) The [P]process according to [one of] claim[s] 1 [to 3], [characterized in that an] wherein the oil sump [(10)] is stamped from steel sheet or [made from] plastics material and a cast aluminum or grey cast iron engine block [(30) are used].

5. (Amended) The [P]process according to [one of] claim[s] 1 [to 4], [characterized in that] wherein the edge of the oil sump is designed such that [a] self-fixing takes place when the oil sump [(10)] is joined to the engine block [(30)].

6. (Amended) The [P]process according to claim 5, [characterized in that] wherein the oil sump [(10)] has a fixing edge [(16)] and the engine block [(30)] has a flange [(34) and in] such that the fixing of the oil sump [(10)] takes place by the snapping of the fixing edge [(16)] onto the flange [(34)].

7. (Amended) The [P]process according to claim 1, [characterized in that] wherein barb-like tongues [(18)] which rest against a flange [(34)] on the engine block [(30)] are formed at the edge [(12)] of the oil sump [(10)].

8. (Amended) The [P]process according to claim 1, [characterized in that] wherein the edge of the oil sump is designed such that the oil sump [(10)] is fixable to the engine block [(30)] by a reshaping process taking place after joining.

9. (Amended) The [P]process according to claim 1, [characterized in that] wherein after the oil sump [(10)] has been joined to the engine block [(30)], holding clamps [(40)] are attached in order to fix the oil sump [(10)] to the engine block [(30)].

10. (Amended) The [P]process according to [one of the] claim[s] 1 [to 10], [characterized in that there] wherein seating surfaces are formed on the oil sump [(10)] and the engine block [(30) sealing surfaces (14, 36) which are shaped]

such that the sealing gap formed [between them] therebetween increases in size inwards.

11. (Amended) A [C]combustion engine [having] comprising an engine block [(30)] and an oil sump [(10)] attached thereto, [characterized in that] wherein the oil sump [(10)] is attached to the engine block [(30)] with a curable composition [(20)] whose adhesion when cured is sufficient to secure the oil sump [(10)] to the engine block [(30)].

12. (Amended) The [C]combustion engine according to claim 11, [characterized in that] wherein the composition [(20)] when cured [has] demonstrates an adhesion of at least 0.5 N/mm^2[, especially of more than 0.8 N/mm^2].

13. (Amended) The [C]combustion engine according to claim[s] 11 [or 12], [characterized in that] wherein the curable composition [(20)] is a silicone composition.

14. (Amended) The [C]combustion engine according to [one of] claim[s] 11 [to 13], [characterized in that] wherein the oil sump [(10)] is stamped from sheet steel or [made from] plastics material and the engine block [(30) consists of] is constructed from cast aluminum or grey cast iron.

15. (Amended) The [C]combustion engine according to [one of] claim[s] 11 [to 14], [characterized in that threaded bolts are not used as fastening elements and in that the edge of the oil sump is designed such that] wherein a self-fixing takes place when the oil sump [(10)] is joined to the engine block [(30)].

16. (Amended) The [C]combustion engine according to claim 16, [characterized in that] wherein the oil sump [(10)] has a fixing edge [(16)] and the engine block [(30)] has a flange [(34) and in] such that the fixing of the oil sump [(10)] takes place by the snapping of the fixing edge [(16)] onto the flange [(34)].

17. (Amended) The [C]combustion engine according to claim 15, [characterized in that] wherein barb-like tongues [(18)] which rest against a flange [(34)] on the engine block [(30)] are formed at the edge [(12)] of the oil sump [(10)].

18. (Amended) The [C]combustion engine according to claim 15, [characterized in that there are formed on] wherein the oil sump [(10)] and [on] the engine block [(30)] having sealing surfaces [(14, 36)] which are shaped such that the sealing gap formed between them increases in size inwards.

19. (Amended) A [F]flange connection with two flange elements between which a seal is made with a curable composition, [characterized in that] wherein threaded bolts are not used as connecting elements.